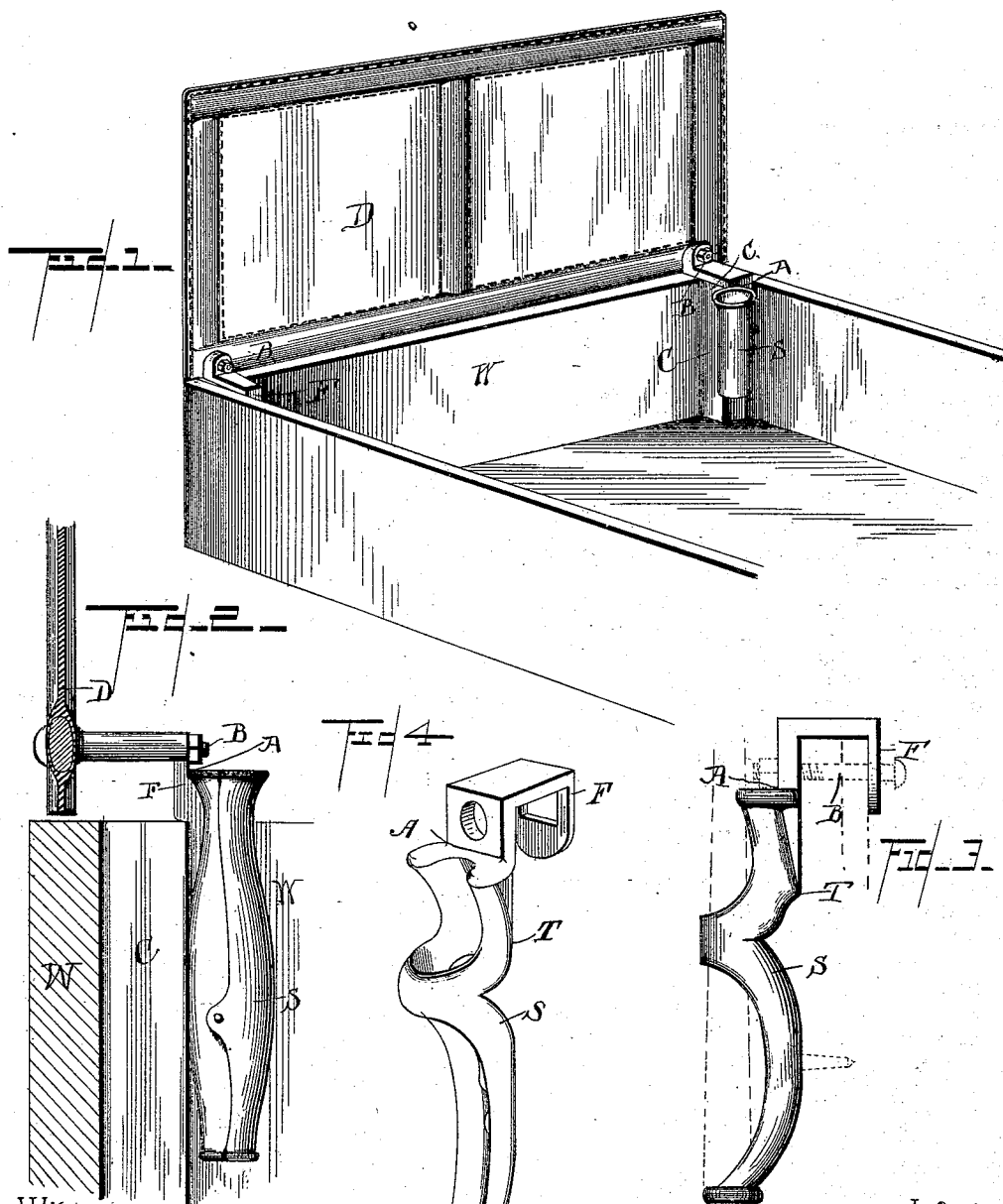


(No Model.)

F. A. AMES.  
WHIP SOCKET.

No. 487,814.

Patented Dec. 13, 1892.



Witnesses

H. G. Sutz

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# UNITED STATES PATENT OFFICE.

FREDERICK A. AMES, OF OWENSBOROUGH, KENTUCKY.

## WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 487,814, dated December 13, 1892.

Application filed August 20, 1891. Serial No. 403,210. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK A. AMES, a citizen of the United States, residing at Owensborough, in the county of Daviess and State of Kentucky, have invented a new and useful Whip-Socket, of which the following is a specification.

This invention relates to whip-sockets; and the object of the same is to produce an improvement in devices of this character.

To this end the invention consists in combining, with the whip-socket, the dash-foot, all as hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view of the inside of the wagon-body, showing my invention as applied thereto. Fig. 2 is a longitudinal section of the body and a portion of the dash-board, showing another form of my invention. Fig. 3 is an enlarged side elevation of a third form, showing the whip-handle in dotted lines in position. Fig. 4 is a detail view, in perspective, of the form of my invention, seen in Fig. 3.

Referring to the said drawings, the letter W designates the wagon-body, which is usually of wood, and C is the usual corner-post inside the same.

F is the iron strap known as the "dash-foot," whose body is bolted to the inner face of the corner-post C, whose upper end turns at an angle to its body and passes forwardly over the upper end of said post and across the front board of the body, and whose upper extremity may then turn upwardly, as shown in Fig. 1, or downwardly, as shown in Fig. 3.

D is the dash-board, which is secured by a bolt B to the dash-foot, this bolt passing through the upper extremity of the foot shown in Fig. 1 through the downturned extremity, the wagon-body, the corner-post, and the body of the foot, as indicated in dotted lines in Fig. 3, or straight through the head of the foot, as shown in Fig. 2, and the nut on the bolt is preferably always on its inner end. The present invention consists in combining with such foot, a whip-socket S, which may be of any approved pattern, three different styles being shown in the drawings.

In Fig. 3 the whip-socket is entirely of metal and is cast integral with the foot. In this case, however, the body of the foot terminates at the point T at the back of the socket and the upper end of the latter forms an angle A with the foot, so as to permit the application of the nut to the bolt, as shown in dotted lines. The body of the socket is secured by any preferred means to the corner-post C, as by the screw shown in dotted lines. By thus constructing the whip-socket and foot in the manner set forth much time and labor is saved and each device is improved—that is to say, by the application of the same bolts that heretofore simply connected the dash with the foot and the foot with the wagon-body the whip-socket is now also applied in position and the trouble and labor incident to its application is therefore entirely avoided. The socket is more firmly secured by this means and cannot become loose or rattle. The combined device occupies less room and is neater in appearance than the two devices would be if applied separately, and the corner-post is less weakened than in that case, because now there are but two bolts passing through it. I do not limit myself to the shape of the foot nor of the socket, nor to the sizes or materials of parts, and the finish and ornamentation thereof has no weight in the present case.

My invention is particularly applicable to the piano style of buggy-body. In this pattern it is necessary to have a toe rug or carpet on the front panel, the ends of said rug coming out against the corner-posts. On the old style of sockets it was impossible to attach this toe-rug with any degree of satisfaction, as the socket has to be attached in the angle formed by the corner-post and the panel.

It will be seen that by the combination of the socket with the dash-foot this is entirely obviated, as the space between the corner-posts is entirely clear.

What is claimed as new is—

1. As an improved article of manufacture, a combined whip-socket and dash-foot, the said dash-foot being provided with a shoulder at the upper portion thereof having an extension therefrom at an angle provided with an opening to receive a fastening-bolt, the said

dash-foot projecting over and bearing upon the corner-post of a wagon-body, substantially as and for the purposes specified.

2. A whip-socket having a transverse hole  
5 through its body, and a dash-foot integrally connected with the back of said socket rising above the upper end thereof and then extending forwardly and downwardly, the vertical portions of said foot having aligned holes in  
10 a plane above the upper end of the socket, the upper end of the socket terminating to

form an angle A with the said foot, so as to permit the application of the nut to the securing-bolt, substantially as described.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in  
presence of two witnesses.

FREDERICK A. AMES.

Witnesses:

E. J. BUCKNER,  
B. B. CLARKE.